

**IN THE SPECIFICATION:**

Please replace the paragraph beginning at page 9, line 7, as follows:

--Fig. 3 is a graph showing relationships of the frequency of a read clock signal and the time in the braking process; ~~and~~ --

Please replace the paragraph beginning at page 9, line 10, with the following amended paragraph:

--Fig. 4 is a graph showing relationships of the frequency of the read clock signal and the time in the braking process, and particularly illustrating the case where a frequency difference between first and second frequencies is smaller than a first threshold; and [[.]]--

Please add a new paragraph at page 9, line 15, as follows:

--Fig. 5 is a block diagram showing a configuration of a braking control circuit according to an exemplary embodiment of the invention.--

Please replace the paragraph beginning at page 11, line 25, with the following amended paragraph:

--The braking control circuit 16 includes: a first frequency measuring section 21 (shown in Fig. 5) which measures the frequency of a read clock signal that is synchronized with the RF signal from the RF amplifier 5, as a first frequency (the frequency before deceleration) in a process of braking the spindle motor 2; a first brake signal outputting section 23 (shown in Fig. 5) which, after the first frequency is measured, outputs a brake signal for applying a brake to the spindle motor 2 for a predetermined time; a second frequency measuring section 24 (shown in Fig. 5) which measures the frequency of the read clock signal after the application of a brake for the predetermined time, as a second frequency (the frequency after deceleration); and a frequency difference determining section 29 (shown in Fig. 5) which determines whether a frequency difference that is obtained by subtracting the second frequency from the first frequency is equal to or larger than a first threshold and equal to or smaller than a second threshold or not.--

Please replace the paragraph beginning at page 12, line 18, with the following amended paragraph:

--The braking control circuit 16 further includes: a braking time calculating section 27 (shown in Fig. 5) which, in a case where determined that the frequency difference is equal to or larger than the first threshold and equal to or smaller than the second threshold, calculates the braking time from an expression of  $\{\text{first frequency} / (\text{first frequency} - \text{second frequency})\} * (\text{measuring time from a timing when the first frequency is measured to a timing when the second frequency is measured})$ ; a servo-off section 28 (shown in Fig. 5) which, after the braking time is calculated, turns off the whole servo system; and a second brake signal outputting section 26 (shown in Fig. 5) which, after the servo system is turned off, outputs the brake signal to the spindle motor 2 for the calculated braking time.--

Please replace the paragraph beginning at page 13, line 7, with the following amended paragraph:

--The braking control circuit 16 further includes: a first braking voltage setting section 22 (shown in Fig. 5) which, in a case where determined that the frequency difference is smaller than the first threshold, sets a braking voltage to a higher level and returns the control to a process of the first frequency measuring section; and a second braking voltage setting section 25 (shown in Fig. 5) which, in a case where determined that the frequency difference is larger than the second threshold, sets the braking voltage to a lower level and returns the control to the process of the first frequency measuring section. Alternatively, the braking control circuit 16 may be included in the control circuit 17.--